

General Environmental Incident Summary

Incident: 3311 **Date/Time Notice:** 5/6/2014 203500 **DEM Incident No:**
Responsible Party: Cruz Energy Services
Date Incident: 5/6/2014 **Time Incident:** 203200 **Duration:** 9.5 hours
County: Williams **Twp:** 152 **Rng:** 104 **Sec:** 17 **Qtr:**
Lat: 47.98417 **Long:** -104.01470 **Method:** Navigation quality GPS
Location Description: Bridge on Highway 58 (Between Trenton and Fairview, MT) , Missouri River bridge
WGS84:-104.0147, 47.98417; UTM14: 125861.05659, 5326720.30118
Submitted By: Amanda Laib **Affiliation:** Cruz Energy Services
Address: 10944 27D St. SW
City: Dickinson **State:** ND **Zip:** 58601

Received By:

Contact Person: Amanda Laib
10944 27D St. SW
Dickinson, ND 58601

Distance Nearest Occupied Building:

Release Contained: Yes

Type of Incident: Vehicle Accident

Description of Released Contaminant: Diesel, Antifreeze, Oil- Normal Semi Motor componenets and liquids

Volume Spilled:

Ag Related: No

EPA Extremely Hazardous Substance: Unknown

Reported to NRC: Yes

Cause of Incident:

The Semi was hauling a loader on a flatbed trailer when the front steering tire of the Semi popped causing the driver to lose control of the Semi the Semi then went through the North part of the guardrail before the bridge and over an embankment the trailer and loader were tipped over on the bank of the river and the Semi was submerged into the River

Risk Evaluation:

The diesel, motor oil, antifreeze etc. that may have been released was in a very minimal amount but could still cause issues for wildlife.

of Fatalities: 0

of Injuries: 1

Affected Medium: 02 - water

Potential Environmental Impacts:

The diesel, motor oil, antifreeze etc. that may have been released was in a very minimal amount but could still cause issues for wildlife, soil, etc.

Action Taken or Planned:

A third party company (Garner) came and put containments around the trailer and loader to prevent the loader's motor fluids from exposing more than a small area of the river. Garner also used absorption devices to skim the top of the river and remove any oil or diesel that was leaked during the period of time the Semi was submerged into the river.

Wastes Disposal Location: Unknown, third party handles all disposal

Agencies Involved: State Highway Patrol, Local Law Enforcement, EPA

Updates

Date: 5/6/2014 **Status:** Reviewed - Follow-up Required

Author: Martin, Russell

Updated Volume:

Notes:

Vehicle accident off Highway 58 bridge into Missouri River. Follow-up required.

Date: 5/7/2014 **Status:** Inspection

Author: Martin, Russell

Updated Volume:

Notes:

5/7/2014 at 6:20 a.m., on location. Accident occurred on northeast side of Highway 58 bridge over Missouri River. Semi with a loaded trailer heading south went through guard rail before bridge, and both semi and trailer ended up in the river after going over a steep bank. 39 degrees Fahrenheit and wet from previous rains; path to river off of highway very muddy. Semi is on bank; small (1x1 ft) black pool of liquid below the cab in mud on the bank. Trailer is partially submerged in the river, vertically. Load on trailer, consisting of one front loader, is also partially submerged in the river. The front end is submerged; the cab and engine compartment are not submerged. Sheen visible on water around loader and along bank where semi is positioned. Trailer location is blocking current from catching bulk of sheen around loader; however, some sheen is being picked up by the current if the sheen drifts past the edge of the trailer. Walking along bank to the southeast, I observed visible sheen along bank. Wind and wave action appears to be keeping sheen out of the river current and against the east bank. Once cleanup company arrived, discussion with cleanup company personnel commenced and site was assessed. Containment boom will be placed via boat around the trailer to contain both the majority of the sheen around the front loader, as well as sheen coming off of impacted mud by semi cab. Absorbent boom will be placed within the containment boom. Met with towing company, responsible party personnel, NDDOT and Game & Fish personnel. Towing company will not begin removal of semi until boom is in place, in case any leaks occur when pulling out semi and trailer and to keep bulk of sheen in place once trailer is no longer blocking the current.

Boat belonging to cleanup company arrived and set up booms as planned. Rode along with boat to check impact to east bank. From this vantage point, sheen is difficult to see, except for spots where sheen has washed on to bank mud and left residue in spots approximately the height of the waves hitting the bank (a few inches). Absorbent sheets are not picking up this sheen. No sheen on water was seen downstream where river bends to the east. Checking southwest bank; no sheen visible on water or on bank. Cleanup company has completed setting up the boom, and no sheen appears to be escaping the containment. According to cleanup company, further cleanup within containment will commence once trailer and front loader are removed. Absorbent pads and powder put on oils within mud near semi cab.

Towing company and responsible party removed semi cab from bank and loaded it on a flatbed truck for removal. Removal of trailer and front loader delayed until work on bank is completed to allow tow truck to use river access path below the bridge. Will check on progress tomorrow, currently 14:00.

Date: 5/8/2014 **Status:** Inspection

Author: Martin, Russell

Updated Volume:

Notes:

5/8/2014 at 13:26, on location. Sunny and ~53 degrees Fahrenheit. Met with responsible party personnel. Trailer and loader removed. No sheen in water where loader and trailer were. Slight smell of fuel on bank where semi cab's engine oil was dripping. Had responsible party personnel remove impacted soil in location. Walked along bank to southeast to check for remaining sheen in water; no sheen visible. Impacted soil has been removed and placed into trash bags due to small amount, will be taken to Clean Harbors facility according to responsible party. Site will be remediated by company according to landowner's guidance.

Date: 7/8/2014 **Status:** Correspondence

Author: Harries, Alison

Updated Volume:

Notes:

It was pointed out that the township, range and section in the initial report did not match the lat/long that was given in the location description. The lat/long had not been entered in those fields with the initial filing. The township, range and section were recalculated based on the given lat/long data, and all the location fields were updated accordingly.